GENERAL NEWS

The present anthracite circular, as The present anthracite circular, as the Stockholder opportunely points out, is much lower than was that of one year ago. The July, 1893, circular quoted broken coal, f. o. b. at New York, \$3.90 per ton; egg. \$4.15; stove, \$4.60, and chestnut, \$4.60 Present prices are 15 cents per ton lower on backers. broken and 25 cents on egg, stove and chesinut. The average of these four sizes is, therefore, \$3.95 per ton, against \$4.312 per ton in July, 1893. At the present average the companies are re-ceiving exactly what it cost them in ceiving exactly what it cost them in September, 1892 when Mr. McLeod was in charge of the Reading. That cost, as estimated by Mr. McLeod, was just \$3.95 per tou, as follows: On board cars at the mines, \$1.54.6; loss on small sizes, 50.4 cents; freight to Jersey City, \$1.60; loading on boats, 15 cents; commissions haid to middlemen, 15 cents; total, \$3.95. This was the actual cost of delivering aton of coal at Jersey City without a ton of coal at Jersey City, without anything for the coal in the ground, or interest, or depreciation of the plant producing it. If to these things be added 80 cents royalty and 25 cents for interest and depreciation of the plants, there will, be a total of \$4.55 plants, there will, be a total of \$4.55 per ton; the average price received for prepared sizes in New York in September, 1892, was \$4.30, thus showing an actual loss of 25 cents per ton. These figures are, proportionately, applicable to the present cost to the companies, for while wages and rates are slightly lower as also are proportional. are slightly lower, so also are prices, and it is probable the latter will more than offset the former. This being true, what more can be asked of the mining companies?

Carbon county just now is indulging in all the riotous luxuries of a first class trolley war. The Tamequa-Laus-ford Electric Railroad company began building an electric railroad from Tamaqua to Lansford on Toursday morning with a force of over 100 men. The company begins at the Tamaqua borough line and will build to the Lansford borough line. Both in Tamequa and in Lansford, however, the right of way has been granted to a company of Philadelphia capitalisis, styling themselves the Inter-County Electric Railway company. The right to the turn-pike between Tamaqua and Landsford is in dispute, claimed by both parties, but the Tamaqua and Landsford peo-ple are putting down a new road bed parallel with the turnpike, and the end

The threatened rate war on account of return tickets to the Christian En-deavor and the National Elucational conventious has, says the Indianapolis Journal, been averted by the crippling of the roads interested on account of the strike. Unless the conventious are postponed they will probably be little else than local affairs. The strike, which has necessitated some of the the roads turning their contracts over to competing lines, has brought to light some marked irregularities on the part of certain roads which usually underbid competitors. One case has come to light where a road had contracted to carry a party of forty at \$6 below the agreed rates, and seven of tue number were given passes. The read which contracted this business could not carry out its contract, and was compelled to buy forty full fare tickets and ship the party over another road at a net loss to the company of \$380. Just now passenger men are encouraging people to remain at home until the strike troubles are over.

Over in England one enterprising manufacturer of michinery has recently brought out an apparatus by which retail coal dealers may make up the dust of the yards into coal briquettes at the rate of a ton an hour. The machine does not occupy much room, requires little power and is largely automatic. The coal dust and bin ling material, usually pitch, are fed into a mixing and measuring machine, which mixes them together in the proper proportion. Then the mass falls into a disntegrator, where it is ground up and mixed some more. From this disintegrator a telt conveyor lifts the paste into a vertical heater where steam is used to raise the temperature of the mass until it is sticky. Then it is fed along to still another pulverizing and grinding apparatus, which finally discharges it into moulds. Here it is subjected to a pressure for about two tons to the agare inch, which is sufficient to turn out a square cake of fusl weighing anywhere from three-quirters of a pound to three pounds, as may be desired. The briquettes are usually sold to small consumers by number rather than weight, and on this account the builder of the machine has taken particular care to produce an apparatus which, though small, will turn out a uniform

MINOR INDUSTRIAL NOTES:

The Indianapolis roads are handling about 50 per cent. of their normal tou-

It is said that none of the producing companies are receiving the July circular

The number striking or idle through strikes so far this year has already exceeded 500,000.

Lehigh operators say that orders were never scarcer than at present, while prices are very low. There has been a falling off in prices recently. The Lehigh Valley Railroad company

has put a train on the road to carry nothing but express goods. The train will run faily, except Sunday. John Lazarus, traffic manager of the Indianapolis, Decatur and Western, states that the company is loading con-

siderable wheat on the line.

Pig iron west is commanding 25 cents per ton, and cattle, hogs and sheep are noticeably higher, even at far western markets, where receipts are restricted. During July 127 regular line steamers

are advertised to leave New York for for-eign ports, against 141 last month, and 13 from Philadelphia, against nine last month. Superintendent Stockton, of the Pallman company, states that the business of company in New Eugland at the present time is larger than he ever knew it be-

The coal traffic on the Lehigh Valley and Delaware, Susquehauna and Schuyl-kill railroads still continues very heavy. The trainmen are kept busy day and

Coke production in the Connellsville region keeps on increasing at an encourag-ing rate from week to week. Since June 1 it has averaged a gain of over 10,000

The new road is to connect at a point near the "Sow's back" with the main line of the Shamokin-Mt. Carmel Electric

railway.

Wilson P. Benner, of South Bethlehem, formerly conductor of the Lehigh Valley day shifter and an extra passenger conductor, has been appointed conductor on the new United States express train on the Valley road now running between Easton and Lackawanna and Bioomsburg junction. Hugh McGee, also of South Bethlebem, formerly passenger brakeman, has been appointed to succeed Mr. Benner.

Electric Bitters.

This remedy is becoming so well known and so popular as to need no special mention. All who have used Electric Bitters sing the same song of praise.—A purer medicine does notexist and it is guaranteed to do all that is claimed. Electric Bitters will cure all diseases of the Liver and Kidneys, will remove Pimples, Boils, Salt Rheum and other affections caused by impure blood.—Will drive Malaria from the system and prevent as well as cure all Malarial fevers.—For cure of Headache, Contispation and Indigestion try Electric Bitters—Entire satisfaction guaranteed, Electric Bitters. Bitters—Entire satisfaction guaranteed, or money refunded.—Price 50 cts. and \$1 per bottle at Matthews Bros., Drug store

HENRY SCHOENHALS, foreman Henry Krug Packing Co., St. Joseph, Mo., uses Dr. Thomas' Eclectric Oil, with his men for sprains, cuts, bruises, chapped hands

FINANCIAL AND COMMERCIAL,

Stocks and Bonds. YORK, July 9,-The conflict be NEW YORK, July 9,—The conflict between the federal troops and the strikers at Hammond yesterday led to a weak opening at the Stock exchange today and encouraged the bears to extend their lines. Chicago Gas naturally bore the brunt of the attack, but the Grangers also came in for some share of attention by local constructs. London, alarmed at also came in for some share of attention by local operators. London, alarmed at the western situation, sold St. Paul and other stocks and accelerated the downward movement. The early decline was equal to 2½ in Gas and ½ to 1 per cent, in the general list. Gas sold down to 73% ex-dividend of 1½ per cent, Sugar fell ½ to 94½, Rock Island I, St. Paul %, and the other prom-nent issues ¼ to ½. The force of the sell-ing movement expended itself before 11 o'clock however, and a rally ensued, but

o'clock, however, and a rally ensued, but before midday the bears re-umed active operations, and Pullman broke 3 to 152, and Delaware and Hudson 1½ to 152, General list, however, displayed considerable firmness and refused to yield to any important extent. Speculation then be-came very quiet for a time, but during the afternoon there was a sharp rally in which Sugar led. This stock moved up from Sugar led. This stock moved up from the to 97%; Chicago Gas from 73%; to 75%; Rock I-land from 93% to 66%; St. Paul from 58% to 59%; Louisville and Nashville from 43% to 44% and Burlington and Quincy from 84% to 75%; Missouri Pacific from 25% to 26%; Union Pacific from 10% to H; General Electric from 85% to 37; Northern Pacific preferred lost 4% Dis-Northern Pacific preferred lost 1/4; Dis-tillers 1/4 and Chicago Gas 3/4. The market closed firm. The sales were 155,350 shares.

Am. Cot. Oil 27	High- est. 27	Low est.	Clos-
Am Sugar 9416 A. T. & S. F 5	9794 994	9434	9634 554
Can. So	1000	****	****
Chic. & N. W. 1684, Q. B. & Q. 7481 Chic. Gas. 7481 Chic. Gas. 756 C. C. C. & St. L. 3476 Cot. Hock. Val. & T. 16 D. & H. 15716 D. L. & W. 159 D. & C. F. 24 Gris. 1346 G. E. Co. 3614 Lake Shores. 128 L. & N. 44 Manhattan. 11444 Miss. Pac. 2546 Nat. Lend. 378 Y. & N. E. 9 N. Y. Central. 9534 N. Y. S. & W. 114	10114 7514 7019 3375 10 12714 1386 57 128 11434 2086 8 9 9014 1119 1419	10%1 74%8 74%8 345% 11894 1189	10416 7514 17514 1178 1178 1178 1178 1178 1178 1178 11
U. S. C. Co 21 North Pac	2134	2094	2158
North Pac. pf 1376	1374	1396	1356
Omaha	****	1444	****
Seading 15% Rock Island 65% R T 10% ST Paul 58% T C & I 18%	1614 6556 1116 5946 1894	1534 6356 1039 5846 185g	10% 60% 11% 50% 18%
Texas & Pac	11 1316 1314 1114 4534	1084 1384 8384 1084 42	10% 13% 83% 10% 43%

Chicago Grain and Provisions. SCRANTON, July 2.—The following quota tions are supplied and corrected daily by La-

Har & Fuller, stock br	oaers,121 W	yoming	ave-
nue.			
WHEAT.	July.	Sept.	Dec.
Opening	5644	5586	6156
Highest		5917	0236
Lowest,		5884	6.134
Closing		5895	615
CORN.	***	6.54	77.09
Opening	4156	4176	
Highest		4211	****
Lowest		4154	
	***	42	
Closing	3/79	7.4	****
Opening	- 58	295.4	
Highest	38	2912	
Lowest	3714	2914	
Closing		20%	
PORK.			
Opening	1025	1250	****
Highest	1240	1270	
Lowest		1250	
Closing		11.65	1111
LARD.		SEE	1200
Opening	672	680	***
Highest	650	687	****
Lowest	672	088	
Closing.		685	***
SHORT RIBS.	1986	10,777	
Opening	647	150	44.00
Highest		667	
Lowest.		650	
Closing		607	***
Second Control of the	010	1961	***
The state of the s	500 .00 4		100
Scranton Wh	in elassio	arket.	

SCRANTON, July 9.—FRUIT AND PRODUCE—Dried apples per pound, 6a7c.; evaporated apples, Hal4c. per pound; Turkish prunea, 5a53/c.; English currants, 2a3/c.; layer raisins, \$1.75a1.80; muscatels, \$1.00a.1.40 per box; new Valencias, 7a73/c. per cound.

BEANS — Marrow-fats, \$3.00a3.05 per bushel; mediums, \$1.75a1.90. FZAS—tireen, \$1.15a1.20 per bushel;split, \$2.50a2.60; lentels,5 to Sc. per pound. POTATORS—New, per barrel, \$1.75al, 85, Oniona—Basket, \$1.35al, 50.

BUTTER-16c, to 181/c, per lb. CHEERE-S%a9%c, per 15. EGGS-Fresh, 14a14%c.

FOULTRY—Chickens, dressed, 12 to 13c.; turkeys, 12 to 13c.; turkeys, 12 to 13c.

MEATS—Hams, 12c.; small hams, 124c.; skinned hams, 124c.; California hams, 84c.; shoulders, 84c.; bellies, 84c.; smoked breakfast bacon, 11c.

SMOKED BEEF—Outsides, 134c.; sets, 13c.; sides and knuckles, 164c.;

15c.; insides and knuckles, 16%c. PORK—Mess at \$15; short cut, \$16. LARD—Leaf in tierees at 83/c.; in tube, 83/c.; in 10-pound pails, 93/c.; in 5-pound pails, 93/c.; a-pound pails, 93/c. per pound.

FLOUR-Minnesota patent, per barrel, \$4,34a4.40; Ohio and Indiana amber, at \$5,50; Graham at \$3,50; rye flour, at

FRED-Mixed, per cwt., at \$1.00. Grain-Rye, 65c.; corn, 52 to 55s.; cata, 55 to 60c. per bushel. BYE STRAW-Per ton, \$13a15. HAY-\$14.50a16.

New York Produce Market. New York, July 9.—FLOUR—Dull, weak, Winger Wheat—Low grades, \$1.85a 2.50; do fair to fancy, \$3.40a2.90; do patents, \$2.26a 2.65; do straights, \$38.50; do patents, \$3.40a4.15; city mills, \$3.55a3.65; do patents, \$4.25a4.35.

In the has averaged a gain of over 10,000 tons a week.

J. D. McIlwain, who resigned last month as superintendent of the Harvey Steel Car works, has accepted a similar position with the Union Car company, at Depew, N. Y.

James F. Blanchard is sinking an artesian well near Drifton for Coxe Bros. & Co. It will be put down 1,000 feet and if water is found it will be used to supply the engines on the Delaware, Susquehanna and Schaylkill.

It is rumored that a branch electric rallway will be constructed between Bear Valley and Springfield in the near future.

Sa. 50.48.15; city miles, \$2.5083.65; do. pattern and sense of the pattern and elevator, 50%c.; afloat, 60%c.; f. o. b., 60%a61c.; ungraded red, 576%c.; cosed and elevator, 50%c.; over Saturday; No. 2 red, July, 50%c.; August, 60%c.; September, 62%c. Coinx—Dull, firmer; No. 2, 46c.; elevator, 47c. effeat: options were dull, steady, July, 46c.; August, 47kc.; September, 47kc.; Coronado, 24%c.; September, 32%c.; October, 32%c.; October, 32%c.; October, 32%c.; No. 2 white, 50c.; No. 2 Chicago, 52c.; No. 3, 49%c.; No. 3 white, 50c.; mixed

western, 501/a52c.; white,do. 52a17c.; white BEEF-Dull, steady; family, \$12x14; ex-ra mess, \$848,50.

BEEF HAMS-Quiet at \$20a20.50. TIERCED BEEF-Dull; city extra, Indian CUT MEATS - Quiet, firm; pickled bellies, a8c.; do shoulders, 6c.; do hams, 1134c.; MIDDLES - Nominal.

LARD—Quiet, strong; western steam, \$7.45; city, 6% a7c.; July closed \$7.40; reflued, quiet; continental, \$7.55; South America, \$7.55; compound, 686%. PORK-Quiet, firmer; mess, \$14a14.25. BUTTER-Firmer; state dairy, 12a18c.; o. creamery, 15a10c.; Pennsylvania do.

Go. creamery, 15a19c.; Pennsylvania do., 15a19c.; western dairy, 103gal43gc.; do. creamery, 14a19c.; do. factory, 15a14c.; elgins, 19c.; imitation creamery, 12a15c. Cheuse—Good demand, firmer; statelarge, 75gabc.; do. fancy, 85gabc.; full skims, 15gabc.; part skims, 25gabc.; full skims, 15gabc. EGGS-Light receipts, firmer; state and Pennsylvania, 15a1514c., western fresh, 14a15c.; do, per case, \$2a3.

Philadelphia Tallow Market. PHILADELPHIA. July 9.—Tallow was dull and unchanged. Prices were: Prime city in hogsheads, 4%c.; prime country, in barrela, 4%c.; do. dark in barrela, 4c;. cakes, 414c.; grease, 314a34c.

DEBS IS A COMMON ENEMY.

Philadelphia Times. President Debs, of the American Rafl-way union, is a common enemy. He is the enemy of labor; he is the enemy of capital; he is the enemy of industry, of commerce, of finance and of trade; he is the enemy of everything that improves the condition of workingmen and that tends to the general prosperity of the country. He has wantonly and arbitrarily deprived scores of thousands of his fol-lowers of their daily labor and their daily bread when they had no dispute whatever with their employers. By the interruption of trade and traffic he has increased the cost of nearly all the necessities of life to the workingmen when they are deprived of all sources of income by the strike he has ordered. He has deprived labor of millions of dollars that would have been paid in wages during the present year by the construction of new railways, which will be halted now by the great uncertainty of the cost of operating them. He has stopped foreign investment in our railway securities for the time and prob-ably participated the return of many millions of such investments to be from our already scant supply of gold, thereby crippling the whole business and industry of the country. He has haited American investment in industrial enterprises which would give employment to workmen. All such investments are readily hindered by uncertainty, and the dis-turbance in labor circles is one of the sur-est methods of stopping investments which would give employment to labor. He has opened the door for reduction of wages throughout our entire railroad system. The railways have been struggling against most adverse times during the last year, and many have been compelled to yield to the possession of receivers, but thus far they have almost invariably maintained the wages of their workmen. With a loss of a million dollars a day imposed upon the railways and those interested in their traffle, by a strike that is as costly as it is wicked and revolutionary, the railways will be compelled to reduce the wages of their employes. Such is the entertainment to which President Debs, of the American Railway union, is inviting his deluded workingmen, and if they shall not soon understand that he is a common enemy of labor and of everything that promotes the interest of labor, they must be strangely indifferent to their own interests as well

DEBSISM IS DOOMED.

as to the interests of the whole country.

Detroit Tribung. Mr. Debs and the men who are behind bim have placed themselves without the pale of the law. They are not to be considered. They are arrayed against the public good, and unless by force of arms they can sustain themselves in their position they must take the consequences that justly fall to rebels.

Philadelphia Inquirer. American people are fair. They sympa-thize with workmen when wages are low. They would aid them to better wages. But they cannot consent to the general stop-page of railread traffic and the loss of many millions of dollars because one dem-agogue out in Chicago is not blessed with

Detroit Free Press.

The intelligent members of the American Railway union can hardly fail when they examine the matter coolly and critically to condemn the use which is being made of them—and the loss to which they are subjected in a quarrel in which neither they nor their employes have any part.

Chicago Tribune. When the issue narrows down to Debs vs. the United States, Mr. Debs will sit down with a jar that will loosen his teeth.

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoris, When she had Children, ske gave them Castoria.

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Marvelous Cures

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P. P. P. purifies the blood, builds up the weak and debilitated, gives strength to weakened nerves, expels diseases, giving the patient health and happiness where sickness, gloomy feelings and lassitude first prevailed.

Ladies whose systems are poisoned and whose blood is is an impure condition, due to maintrus! Irregularities, are necalizely benefited by the wonderful tonic and blood cleanating properties of P. P. P. -Prickly Ash, Poke Root and Potassium.

Root and Potassium.

Springfield, Mc., Aug. 14th, 1893.

—I can apeak in the highest terms of your medicine from my own personal knowledge. I was affected with heart disease, plearisy and rheumatism for 35 years, was treated by the very best physicians and apeat hundreds of dolara, tried every known remedy without finding relief. I have only taken one bottle of your P. F. P., and can cheerfully say it has done me more good than anything I have ever taken. I can recommend your medicine to all sufferer of the above disease.

MRS. M. M. YEARY.

Spr. 1981eld, Green County, Mo.

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Beecham's pills are for biliousness, bilious headache, dyspepsia, heartburn, torpid liver, dizziness, sick headache, bad taste in the mouth, coated tongue, loss of appetite, sallow skin, when caused by constipation; and constipation is the most frequent cause of all of them.

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-Prickly Ash, Poke Root and Potas-sium, the greatest blood purifler on earth.

Myses. Lippman Baos., Savannah, Ga. Dean Sies—I bought a bottle of yout? P. P. at Hot Springs. Ark., and it his done me more good than three mights treatment at the Hot Springs. Sand three bottles C. O. D.

Respectfully yours,
Aberdeen, Brown County, O. Capt. J. D. Johnston.

To all whom it may concern: I hereby testify to the wonderful properties of P. P. P. for eruptions of the skin. I suffered for several years with an unsightly and disagreeable eruption on my face. I tried every known remetry but in vain, until P. P. P. was used, and am now entirely oured.

(Signed by) J. D. JOHNSTON.

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For primary, secondary and tertiary syphilis, for blood poisoning, mercurial poison, malaria, dyspepsis, and in all blood and skin diseases, like biotches, pimples, old chronic ulcers, tetter, scaid fined, boils, eryspelas, exaema-we may say, without fear of contradiction, that P. P. P. is the best blood purifier in the world, and makes positive, speedy and permanent cures in all cases. Testimony from the Mayor of Sequin, Tex. Testimony from the Mayer of Sequin, Tex.

Sequin, Tex., January 14, 1893.

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P. P. for a disease of the skin, usually
known as skin cancer, of thirty years
standing, and found great relief: it
purifies the blood and removes all irritation from the, seat of the disease
and prevents any surrading of the
sores. I have taken fiver as is bottles
and feel confident that another course
will effect a circ. It has also relieved
me from Indigestion and stomach
troubles. Yours trains.

CAFT. W. M. BUST,
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Supplied with up-tosupplied with up-to-JAMES W. OAKFORD, Attorney at Law, rooms 63, 64 and 65, Commonwealth blig. date machinery and SAMUEL W. EDGAR, Attorney at Law. managed by skilled L. A. WATRES, Attorney at Law, 42 workmen. For neat P. P. SMITH, Counsellor at Law, Office, rooms 54, 55, 50 Commonwealth building. C. R. FITCHER, Attorney at Law, Comwork promptly done

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Sixteenth street, one block east of Broadway.
At Union Square, New York.
American plan, \$450 per day and upward.

COYNE HOUSE, European plan; good
rooms Open day and night. Bar Eup
piled with the best
P. H. COYNE, Proprietor. promptly preserve any

of the art series purchased by its readers SCRANTON HOUSE, near D., L. & W. pas-genger depot. Conducted on the European plan. Victor Koch, Proprietor. at prices especially GRAND CENTRAL The largest and best equipped hotel in Allentown, Pa.; rates \$2 and \$2.50 per day. Victors D. Barnna, Proprietor. moderate. It will make special rates on the

ARCHITECTS. binding of any or all DAVIS & HOUPT, Architects, Booms 24, E. L. WALTER, Architect, Library build-ing, Wyoming avenue, Scranton. F. L. BROWN, Arch B. Architect, Prior building, 126 Washington Ave., Scranton.

MISCELLANEOUS. BAUER'S ORCHESTRA - MUSIC FOR balls, picnics, parties, recoptions, weddings and concert work furnished. For terms address R. J. Bauer, conductor. 117 Wyoming ave., over Hulbert's music store. HORTON D. SWARTS - WHOLESALE tumber, Price building. Scranton, Pa. MEGARGEE BROTHERS, PRINTERS supplies, envelopes, paper bags, twice, warehouse, 130 Washington ave, Scranton,

HORSES AND CARRIAGES FOR SALE
D. L. FOOTE, Agent FRANK P. BROWN & CO., WHOLE sale dealers in Woodware, Cordage and Oli Cloth, 720 W. Lackawanna avenue. EZRA FINN & SONS, builders and contrac-tors. Yards: Corner Olive st. and Adams ave.; corner Ash st. and Penn ave., Scranton.

The GENUINE New Haven

ESTABLISHED 1866 New York Warerooms-No. 80 Fifth Avenue.

E. C. RICKER & CO., Sole dealers in this section. OFFICE-121 Adams Ave., Telephone B'l'd's

Eureka Laundry Co. Cor. Linden St. and Adams Ave.

All kinds of Laundry work guarantee!

sengers,
Fecure rates via Ontario a Western before
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Kingt Express to the West.

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T. Fliteroft, Div. Pass, Agt. Scranton, Pa.

THE DICKSON MANUFACTURING CO.

Locomotives and Stationary Engines, Boilers, HOISTING AND PUMPING MACHINERY.

General Office, SCRANTON, PA.

LEHIGH AND SUSQUEHANNA DIVISION Anthracito coal used exclusively, insuring cleauliness and comfort.

CENTRAL RAILROAD OF N. J.

TIME TABLE IN EFFECT MAY 20, 1894. Time Table in Effect May 20, 1894.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8:30, 8:16, 11:30 a.m., 12:50 2:00, 8:00, 5:00, 7:25, 11:05 p. m. Sundays, 9:00 a.m., 1:00, 2:15, 7:10 p. m. Sundays, 9:00 a.m., For Adantic City, 8:20 a.m., For New York, Newark and Elizabeth, 8:20 (express) a.m., 12:50 (express) p. m. Sunday, 2:15 p. m.

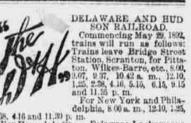
For Mauch Chunk, Allentown, Bethlehem, Eastor and Philadelphia, 8:20 a.m., 12:50, 2:30, 5:00 (except Philadelphia) p. m. Sunday, 2:15 p. m.

For Lono Branch, Ocean Grove, etc., at 8:10 (with turotign car) a.m., 12:00, p.m. Sunday, 2:15 p. m.

For Reading, Lebanson and Harrisburg, via Allentown, 8:20 a.m., 12:00, 5:00, p.m. Sunday, 2:15 p. m.

Allentown, 8.20 a. m., 12.50, 8.50, p.m. Bunary,
2.15 p. m.
For Pottsville, 8.20 a. m., 12.50 p. m.
Returning, leave New York, foot of Liberty
street, North river, at 4.10 (express) a. m.,
1.10, 1.30, 4.30 (express with Buffer parlor car)
p. m. Sunday, 4.30 a. m.
Leave Philadelphia, Reading Terminal, 2.00
a. m., 2.00 and 4.30 p. m. Sunday, 6.27 a. m.
Through tickets to all points at lowest rates
may be had on application in advance to the
ticket agent at the station.
H. P. BALDWIN,
Gen. Pars. Agent

J. H. OLHAUSEN. Gen. Supt.



For New York and Philadelphia, 8.00 a. m., 12.10, 1.25, 2.38, 4.16 and 11.39 p. m.

For Honesdale (from Delaware, Lackaswanna and western depot, 7.00, 8.30, 10.10 a.m., 12.00 m., 2.17, 5.10 p. m.

For Carbondale and intermediate stations, 5.40, 7.00, 8.30, 10.10 a. m., 12.00 m., 2.17, 3.25, 5.10, 6.20 and 9.35 p. m.; from Bridge Street Depot, 2.06 a. m., 2.1fand 11.35 p. m.

Fast express to Aibany, Saratoga, the Adirondack Mountains, Boston and New England points, 5.40 a. m., arriving at Albany 12.46. Saratoga 2.20 p. m., annieaving Seranton at 2.17 p. m., arriving at Albany at 5.50 p. m., Saratoga, 12.55 a. m., and Boston, 7.00 a. m.

The only direct route between the coal fields and Boston. "The Leading Tourists' Route of America" to the Adirondack Mountain resorts, Lakes George and Champlain, Montreal, etc.

etc.
Time tables showing local and through train arrice tables showing local and through train service between stations on all divisions Delaware and Hudson system, may be obtained at all Delaware and Hudson ticket offices.

H. G. YOUNG, J. W. BURDICK, Second Vice President. Gen. Pass. Ag.

MAY 13, 1894.

Train leaves Scranton for Philadelphia and New York via. D. & H. R. R. at 8 a.m., 12.19, 2.38 and 11.35 p. m. via D. L. & W. R. R., 6.00, 8.08, 11.30 a.m., and 1.30 p. m.

Leave Scranton for Pittston and Wilkes-Barre via D. L. & W. R. R., 6.03, 8.03, 11.30 a.m., 139, 3.50, 6.03 p. m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V., 6.49 a.m., 1.30, 2.59 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg, and all intermediate points via D. & H. R. R., 8 a.m., 12.10, 2.38, 4.135 p.m., via D. & H. R. R., 8 a.m., 12.10, 2.38, 11.35 p.m., 1.30 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg, and all intermediate points via D. & H. R. R., 8 a.m., 12.10, 2.38, 11.35 p.m., via D. L. & W. R. R., 6.00, 5.08, 11.20 a.m., 11.10 p.m.

Leave Scranton for Tunkhannock, Towania, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 9.07 a.m., 12.10 and 11.35 p. m., via D. L., & W. R. R., 8.08 a.m., 12.9 p. m.

Leave Scranton for Rechester, Buffalo, Niagara Falis, Detroit, Cheego, and all points west via B. & H. R. R., 8.09 a.m., 12.10, p. li. 1.135 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.135 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.135 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.135 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.135 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.35 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.35 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.35 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.35 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.35 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.35 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.35 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.35 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.35 p. m. via D. L. & W. R. R., 8.09 a.m., 12.10, p. li. 1.35 p. m. via D. L. & W. R. R., 8.09 a.m., 1 Janction, 608 a.m., 130, 830 p. m., via R. & W. R. R., 341 p. m.

For Elmira and the west via Salamano., via D. & H. R. R. 607 a.m., 12:10,6:15 p. m., via D. L. & W. R. R., 808 a.m., 139 and 6:07 p. m.

Pullman parlor and sleeping or L. V. chair care on all trains between L. & B. Junction or Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt. East Div. CHAS. S. L&E. Gen. Pass. Ag't. Phila. Pa. A. W. NONNEMACHER. Asa't Gen. Pass. Ag't. South Bethlehem. Pa.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.
Trains leave Scranton as follows: Express for New York and al: points East, 1.40, 2.50, 5.15, 8.00 and 9.55 a. m.; 12.55 and 3.50 p. m. Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 9.5; a. m.; 11.55

and the South, 5.15, 8.00 and 9.5; a. m.; 12.55 and 3.55 p. m.

Washington and way stations, 3.55 p. m.

Tobyhanna accommedation, 8.10 p. m.

Expr as for Binghamton, Oswego, Eimira,
Corning, Bath. Densylle, Mount Morris and
Buffalo, 12.10, 215 a. m. and 1.24 p. m., making
close connections at Buffalo to all points in the
West, Northwest and Southwest.

Bath accommedation, 9 a. m.

Binghamton and way stations, 12.37 p. m.

Nicaolson accommodation, as 6 p. m. and
6.10 p. m.

6.10 p. m. Binghamton and Elmira Express, 6.05 p. m. Express for Cortland, Syracuse, Oswego, Utica and Richfield Springs, 2.15 a. m. and 1.21 Utics and Richfield Springs, 2.15 a. m. and 1.24 p. m.

Thaca, 2.15 and Bath 9 a. m. and 1.24 p. m.

For Northumberland, Pittston, Wilkes-Barra, Plymonth, Bloomaburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimora, Washington and the South.

Northumberland and intermediate stations, 6.00, 255 a. m. and 1.20 and 6.07 p. m.

Nantcooke and intermediate stations, 8.03 and 11.20 a. m. Plymouth and intermediate stations, 3.50 and 5.57 p. m.

Pullman parlor and eleoping coaches on all express trains.

For detailed information, packet time tables, etc., apply to M. L. Smith, city ticket effice, 328 lackswamma avenue, or depot ticket office.

NEW YORK, ONTARIO AND WESTERN Time Table in Effect Sunday, June 24.
Trains leave Screator for Carbondale at
1.80, 10.55 a.m. and 6 19 p.m.
For Hancock Junctice, 10.55 a.m. and 6 10 p.m. Trains leave Hancock Junction for Scran-ton, 6a m and 2.05 p.m. Trains leave Carbondals for Scrant n at 7.24 a.m. and 3.34, 5.34 p.m.



Stations

Stations Stations N. Page 1 County of China Page 1 County of China Page 1 County of Co

Ancock Junction
Hancock
Starlight
Preston Park
Como
Poyntelle
Relmont
Pleasant Mt,
Uniondale
Forset City
Carbondale
White Bridge
Mayfield
Jermyn
Archibald
Winton
Peckville
Olyrhant

Olyphant Dickson Throop Providence Park Place

6 10 10 35 8 30 Scranton 8 05 4 20 6 20 P MA MA M Leave Arrive A MF MP M

All trains run daily except Sunday.

I signifies that trains stop on signal for pas-

Arrive Leave 7 42
West 42nd street 7 55
Weehawken 8 10
Arrive Leave A R M

Hancock Junction 6 to 2 :5

Bouth Bound. 202 284 206

North Bound.

203 203 201